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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/708,890	11/08/2000	Jeffrey Mark Bertram	16600.105005	3107

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EXAMINER

OUELLETTE, JONATHAN P

ART UNIT	PAPER NUMBER
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3629

DATE MAILED: 01/03/2003

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary

Application No.

09/708,890

Applicant(s)

BERTRAM ET AL

Examiner

Jonathan Ouellette

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-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).
- Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 08 November 2000.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 18-65 is/are pending in the application.
- 4a) Of the above claim(s) 1-17 is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 18-65 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
- Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
- 11) ☐ The proposed drawing correction filed on _____ is: a) ☐ approved b) ☐ disapproved by the Examiner.
- If approved, corrected drawings are required in reply to this Office action.
- 12) ☐ The oath or declaration is objected to by the Examiner.

Priority under 35 U.S.C. §§ 119 and 120

- 13) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. _____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- * See the attached detailed Office action for a list of the certified copies not received.
- 14) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).
- a) ☐ The translation of the foreign language provisional application has been received.
- 15) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftperson's Patent Drawing Review (PTO-948)
- 3) ☒ Information Disclosure Statement(s) (PTO-1449) Paper No(s) 2,4.
- 4) ☐ Interview Summary (PTO-413) Paper No(s). _____.
- 5) ☐ Notice of Informal Patent Application (PTO-152)
- 6) ☐ Other: _____.

DETAILED ACTION

Response to Amendment

1. The cancellation of Claims 1-17 is acknowledged, Claims 18-65 are now pending in application 09/708,890.

Claim Rejections - 35 USC § 102

2. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(a) the invention was known or used by others in this country, or patented or described in a printed publication in this or a foreign country, before the invention thereof by the applicant for a patent.

3. Claims 41-47 are rejected under 35 U.S.C. 102(a) as being anticipated by Northwest Airlines (www.nwa.com, “Northwest Airlines E-Service Centers Make Holiday Travel Easier at Hartsfield International,” Press Release, 12/23/99).
4. As per independent Claim 41, Northwest Airlines discloses a computer-implemented method for providing passenger seating information to passengers in a terminal comprising the steps of: receiving the seating information for one of the passengers at a computing system; and displaying the passenger’s seating information on an electronic display coupled to the computing system, the passenger’s seating information comprising a readily recognizable identifier for the passenger and a corresponding seat assignment (www.nwa.com).
5. As per Claim 42, Northwest Airlines, Chillah, and American Airlines disclose upon attempting to board, reading the passenger’s identity by scanning a unique identifier for

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- the passenger with a scanning device coupled to the computing system; and using the passenger's identity to confirm that the passenger is permitted to board (www.nwa.com).
6. As per Claim 43, Northwest Airlines, Chillian, and American Airlines disclose displaying the passenger's seating information at the scanning device (www.nwa.com).
 7. As per Claim 44, Northwest Airlines, Chillian, and American Airlines disclose printing a copy of the passenger's seating information for the passenger (www.nwa.com).
 8. As per Claim 45, Northwest Airlines, Chillian, and American Airlines disclose displaying passenger upgrade information on the electronic display (www.nwa.com).
 9. As per Claim 46, Northwest Airlines, Chillian, and American Airlines disclose displaying the upgrade status for one of the passenger's on the electronic display; determining that the passenger's upgrade is approved; displaying the passenger's upgraded seating information on the electronic display; and upon attempting to board, confirming the passenger's identity and upgraded seating information by scanning a unique identifier for the passenger with a scanning device coupled to the computing system (www.nwa.com).
 10. As per Claim 47, Northwest Airlines, Chillian, and American Airlines disclose a computer-readable medium having computer-executable instructions for performing the steps recited in Claim 41 (www.nwa.com).
 11. Claims 48, 52, and 53 are rejected under 35 U.S.C. 102(a) as being anticipated by American Airlines ("American Airlines Unveils New Passenger-Oriented Gate Information Display System at O'Hare International Airport," www.amrcorp.com - Press Release, 4/3/2000).

12. As per independent Claim 48, American Airlines discloses a computer-implemented method for displaying standby information to passengers in a terminal comprising the steps of: receiving the standby information for one of the passengers at a computing device; and displaying the passenger's standby information on an electronic display coupled to the computing device ("American Airlines Unveils New Passenger-Oriented Gate Information Display System at O'Hare International Airport," www.amrcorp.com - Press Release, 4/3/2000).
13. As per Claim 52, American Airlines discloses displaying standby availability information on the electronic display ("American Airlines Unveils New Passenger-Oriented Gate Information Display System at O'Hare International Airport," www.amrcorp.com - Press Release, 4/3/2000).
14. As per Claim 53, American Airlines discloses a computer-readable medium having computer-executable instructions for performing the steps recited in Claim 48 ("American Airlines Unveils New Passenger-Oriented Gate Information Display System at O'Hare International Airport," www.amrcorp.com - Press Release, 4/3/2000).

Claim Rejections - 35 USC § 103

15. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

- (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

16. Claims 18-40 and 54-65 are rejected under 35 U.S.C. 103(a) as being unpatentable over Northwest airlines in view of Chelliah et al. (US 5,710,887), and further in view of American Airlines.
17. As per independent Claims 18, 31, and 54, Northwest Airlines discloses a computer-implemented method for displaying passenger-specific information to passengers preparing to board for a departure comprising the steps of: transmitting (receiving) the passenger-specific information to a processing system, wherein the passenger-specific information comprises one of passenger seating information, passenger upgrade status, passenger connection information; and displaying the passenger-specific information on an electronic display coupled to the processing system ("Northwest Airlines E-Service Centers Make Holiday Travel Easier at Hartsfield International," www.nwa.com - Press Release, 12/23/99).
18. Northwest fails to disclose wherein the computer-implemented method for displaying passenger-specific information to passengers includes targeted advertising.
19. Chelliah teaches a computer-implemented system for facilitating commercial transactions (kiosk), which includes targeted advertising (Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).
20. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included targeted advertising, as disclosed by Chelliah in the system disclosed by Northwest Airlines, for the advantage of providing a computer-implemented method for displaying passenger-specific information to passengers

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preparing to board for a departure with the ability to use the stored customer demographic information in order to increase revenue by offering customer specific advertising.

21. Northwest and Chelliah fail to disclose wherein the computer-implemented method for displaying passenger-specific information to passengers includes passenger stand-by status.
22. American Airlines teaches a computer-implemented system which displays passenger stand-by status (“American Airlines Unveils New Passenger-Oriented Gate Information Display System at O’Hare International Airport,” www.amrcorp.com - Press Release, 4/3/2000).
23. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included passenger stand-by status, as disclosed by American Airlines, as further discloses by Chelliah, in the system disclosed by Northwest Airlines, for the advantage of providing a computer-implemented method for displaying passenger-specific information to passengers preparing to board for a departure – the method attempting to provide as much flight information to the customer as possible in order to increase satisfaction.
24. As per Claims 19 and 37, Northwest Airlines, Chelliah, and American Airlines disclose wherein the targeted advertising is selected based on information about the passenger (Northwest Airlines: www.nwa.com) (Chelliah: Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).

25. As per Claims 20, 32, and 55, Northwest Airlines, Chillah, and American Airlines disclose wherein the electronic display is proximate to a departure gate (non-functional) (Northwest Airlines: www.nwa.com).
26. As per Claims 21, Northwest Airlines, Chillah, and American Airlines disclose projecting an idle mode screen, comprising general flight information, on the electronic display prior to transmission of the passenger-specific information (Northwest Airlines: www.nwa.com).
27. As per Claims 22, 33, and 58, Northwest Airlines, Chillah, and American Airlines disclose wherein the step of displaying the passenger-specific information comprises a transition from an idle mode screen to departure mode screen in response to a first trigger event, the departure mode screen comprising one of passenger standby status, passenger upgrade status, passenger connection information, and targeted advertising (Northwest Airlines: www.nwa.com) (American Airlines: "American Airlines Unveils New Passenger-Oriented Gate Information Display System at O'Hare International Airport," www.amrcorp.com - Press Release, 4/3/2000).
28. As per Claims 23, 34, and 59, Northwest Airlines, Chillah, and American Airlines disclose wherein the first trigger event is a designated time before departure (Northwest Airlines: www.nwa.com).
29. As per Claims 24, 35, and 60, Northwest Airlines, Chillah, and American Airlines disclose wherein the step of displaying the passenger-specific information comprises a transition from a departure mode screen to a boarding mode screen in response to a second trigger event, the boarding mode screen comprising one of passenger seating

information, passenger standby status, passenger upgrade status, passenger connection information, and targeted advertising (www.nwa.com) (American Airlines: “American Airlines Unveils New Passenger-Oriented Gate Information Display System at O’Hare International Airport,” www.amrcorp.com - Press Release, 4/3/2000).

30. As per Claims 25, 36, and 61, Northwest Airlines, Chilliah, and American Airlines disclose wherein the second trigger event is a designated before departure (Northwest Airlines: www.nwa.com).
31. As per Claims 26, Northwest Airlines, Chilliah, and American Airlines disclose wherein the step of displaying an idle mode screen, a departure mode screen, and a boarding mode screen on the electronic display comprises passenger-specific advertising (Northwest Airlines: www.nwa.com) (Chilliah: Abstract, C2 L37-55, C3 L6-45, C6 L59-65, C7 L49-63).
32. As per Claims 27, Northwest Airlines, Chilliah, and American Airlines disclose wherein a departure mode screen and a boarding mode screen are displayed in association with the passenger-specific information (Northwest Airlines: www.nwa.com).
33. As per Claims 28 and 38, Northwest Airlines, Chilliah, and American Airlines disclose clearing one of the passengers assigned a standby status to board; prompting the standby passenger to board by displaying a prompt on the electronic display; and upon attempting to board, confirming the standby passenger’s identity by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (Northwest Airlines: www.nwa.com).

34. As per Claims 29 and 39, Northwest Airlines, Chillah, and American Airlines disclose approving an upgrade of one of the passengers; prompting the passenger to board by displaying the upgrade approval on the electronic display; and upon attempting to board, confirming the passenger's identity by scanning a unique identifier for the passenger with a scanning device coupled to the processing system (Northwest Airlines: www.nwa.com).
35. As per Claims 30 and 40, Northwest Airlines, Chillah, and American Airlines disclose a computer-readable medium having computer-executable instructions for performing the steps (Northwest Airlines: www.nwa.com).
36. As per Claim 56, Northwest Airlines, Chillah, and American Airlines disclose wherein the remote computing system is coupled to a plurality of electronic displays (Northwest Airlines: www.nwa.com).
37. As per Claim 57, Northwest Airlines, Chillah, and American Airlines disclose wherein the electronic display is further operable for rendering one of an idle mode screen, a departure mode screen, and a boarding mode screen (Northwest Airlines: www.nwa.com).
38. As per Claim 62, Northwest Airlines, Chillah, and American Airlines disclose a scanning device coupled to the remote computing system, the scanning device operable for collecting identifying data from a passenger (Northwest Airlines: www.nwa.com).
39. As per Claim 63, Northwest Airlines, Chillah, and American Airlines disclose wherein the scanning device is further operable for displaying the passenger's seating information (Northwest Airlines: www.nwa.com).

40. As per Claim 64, Northwest Airlines, Chilliah, and American Airlines disclose wherein the scanning device is further operable for printing a copy of the passenger's seating information (Northwest Airlines: www.nwa.com).
41. As per Claim 65, Northwest Airlines, Chilliah, and American Airlines disclose wherein the scanning device provides the identifying data to the remote computing system for confirming that the passenger is permitted to board (Northwest Airlines: www.nwa.com).
42. Claims 49-51 are rejected under 35 U.S.C. 103(a) as being unpatentable over American Airlines in view of Northwest Airlines.
43. As per Claim 49, American Airlines fails to disclose determining the standby passenger is approved for boarding; based on the approval, displaying the standby passenger's seating information on an electronic display coupled to the remote computing device; and upon attempting to board, confirming the standby passenger's identity by scanning an unique identifier for the passenger with a scanning device coupled to the computing system.
44. Northwest Airlines teaches determining the standby passenger is approved for boarding; based on the approval, displaying the standby passenger's seating information on an electronic display coupled to the remote computing device; and upon attempting to board, confirming the standby passenger's identity by scanning an unique identifier for the passenger with a scanning device coupled to the computing system (www.nwa.com).
45. Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to have included passenger displaying the standby passenger's seating information on an electronic display coupled to the remote computing device; and

upon attempting to board, confirming the standby passenger's identity by scanning an unique identifier for the passenger with a scanning device coupled to the computing system, as disclosed by Northwest Airlines, in the system disclosed by American Airlines, for the advantage of providing a computer-implemented method for displaying passenger-specific information to passengers preparing to board for a departure – the method attempting to provide as much flight information to the customer (including standby customers) as possible in order to increase satisfaction.

46. As per Claim 50, American Airlines discloses displaying the standby passenger's seating information at the scanning device (Northwest Airlines: www.nwa.com).

47. As per Claim 51, American Airlines discloses printing a copy of the standby passenger's information at the scanning device (Northwest Airlines: www.nwa.com).

Conclusion

48. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

49. The following patents are cited to further show the state of the art with respect to airline check-in in general:

U.S. Pat. No. US 6044353 to Pugliese


Pugliese discloses a Baggage check-in and security system and method, which teaches passenger identification before boarding the plain.

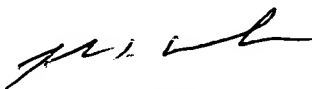
50. The following foreign patent is cited to show the best foreign prior art found by the examiner:

PCT No. WO 9527949 A1 to Ross

Ross discloses a check-in guidance system for guiding passengers who are checking in to a transport service in an environment having a passenger waiting area and a plurality of check-in points operated by check-in point operators

51. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Jonathan Ouellette whose telephone number is (703) 605-0662. The examiner can normally be reached on Monday through Thursday, 8am - 5:00pm.
52. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Weiss can be reached on (703) 308-2702. The fax phone numbers for the organization where this application or proceeding is assigned are (703) 305-7687 for regular communications and (703) 305-3597 for After Final communications.
53. Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is (703) 306-5484.


jo
December 18, 2002


JOHN G. WEISS
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